

SET	Bil Level	Single level	Max Seats/Cap Diff	Key Load	Layover Location	~ South Side Equipment Cycle ~ Seating Requirements for 302 Scheduled Weekday Trains Effective June 29, 2015 (Replaces December 26, 2014)															Puts Up In	Next Trip	Cycle	Revenue Moves & Ridership			
						800	841	842	511	518	518X	SH	813X	813	DH2												
A	7	0	1260	1033	PAWTUCKET	636	9	1033	56	133	3:49												PAWTUCKET	800	A	6	
			227			802	505	516	516	518	516X	RDV	737X	737	736	627	626	541								2665	
B	0	6	684	470	PAWTUCKET	DH	470	33	237	756	756	6:36												PAWTUCKET	802	B	8
			214			804	843	844	755	756	756X	SH	621X	621	622	925	926	827									1441
C	4	2	948	848	PAWTUCKET	848	44	239	13	9	5:15													PAWTUCKET	804	C	10
			100			8801	806	806X	RDV	817X	817	8802															2088
D	7	0	1260	1292	PAWTUCKET	2	1117	806X	9:15	817X	817													PAWTUCKET	8801	D	4
			-32			8803	808	808X	SH	819X	819	8804															2417
E	8	0	1440	1393	PAWTUCKET	2	1299	808X	9:24															PAWTUCKET	8803	E	4
			47			8805	812	805	816	816	816X	SH	717X	717	796	537	540	831									2697
F	0	6	684	753	PAWTUCKET	3	587	239	131			3:55												PAWTUCKET	8805	F	9
			-69			490	587	239	131																		1862
G	0	6	684	639	WORCESTER	500	733	732	732X	RDV	773X	773	774	629	628	727	728	545						WORCESTER	500	G	10
			45			183	13	639			9:05																1364
H	4	2	948	622	WORCESTER	502	507	510	753	754	709	716	716X	SH	531X									WORCESTER	502	H	8
			326			490	45	622	7	22	38	80	4:29														1808
I	6	0	1080	1062	WORCESTER	506	751	752			752X	SH	811X	811	822	775	776	539						WORCESTER	506	I	8
			18			1062	13	39			9:05																2091
J	8	0	1440	1423	WORCESTER	508	508X	SH	527X	527													WORCESTER	508	J	2	
			17			1423	8:32			1227																2650	
K	4	2	948	772	FRANKLIN	706	793	734	611	612	612X	SH	715X	715										FRANKLIN	706	K	6
			176			772	33	189	31	81	4:20																1685
L	8	0	1440	1245	FRANKLIN	708	708X	RDV	719X	719													FRANKLIN	708	L	2	
			195			1245	9:11																			2464	
M	4	2	948	697	FRANKLIN	710	707	714	711	718	718X	SH	533X	533	536	781	782	731						FRANKLIN	710	M	10
			251			608	15	150	31	81	3:00																1673
N	0	6	684	559	NEEDHAM	600	605	606			606X	SH	759X	759	760	763	764	917	918	625				NEEDHAM	600	N	10
			125			455	40	559			3:33																2016
O	0	6	684	521	NEEDHAM	602	907	908			908X	SH	761X	761	762	713	720	923	924	631	630	635		NEEDHAM	602	O	12
			163			521	38	442			4:17																2067
P	2	4	816	821	NEEDHAM	604	609	610			610X	RDV	623X	623										NEEDHAM	604	P	4
			-5			783	78	120			7:01																1802
Q	7	0	1260	1116	BOSTON	801	810	810X	SH	915X	915	916	815	824	777	778	729	730						BOSTON	801	Q	10
			144			122	1092			5:34																	2620
R	4	2	948	901	BOSTON	6701W	704	607	608		608X	RDV	523X	523	532	725	726							BOSTON	6701W	R	7
			47			684	36	306			6:48																2269
S	4	2	948	847	BOSTON	6701E	702	905	906	909	910	514X	SH	517X	517	524	921	922						BOSTON	6701E	S	010
			101			501	504	509	514	515	514X	3:25											2587				
T	4	2	948	727	BOSTON	501	553	130	295	515	514X	4:03											BOSTON	501	T	8	
			221			6				515	517X															1940	
U	0	6	684	492	BOSTON	703	790	745	746		746X	RDV	521X	521	528	823	828						BOSTON	703	U	8	
			192			11	158	19	211	746	746X	7:13														1237	
V	0	6	684	660	BOSTON	901	902	803	814		814X	SH	617X	617	618	919	920	535	538	829			BOSTON	901	V	11	
			24			5	448																				

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CC	4	1	834 164	670	KINGSTON	034 623	034X	RDV 7:10	079X	079 73	086 38	045 670	052 13	027 113	028 24	057 25						KINGSTON	038	EE 1579	
DD	4	1	834 115	719	KINGSTON	036 719	005	012	063	062	062X	SH 4:33	047X	047								KINGSTON	034	CC 1523	
EE	4	1	834 156	678	KINGSTON	038 678	061	060	060X	SH 4:34	043X	610										KINGSTON	036	DD 1360	
FF	3	2	768 212	556	MIDDLEBORO	002 239	003	010	007	014	014X	SH 2:03	015X	015 106	018 47	019 556	022 26	051 159	056 12	029 65			MIDDLEBORO	004	GG 1747
GG	3	2	768 265	503	MIDDLEBORO	004 503	033	040	040X	SH 4:34	913X	913 118	914 47	765 39	766 8	083 463						GREENBUSH	074	LL 1463	
HH	3	2	768 125	643	MIDDLEBORO	006 643	006X	SH 4:45	077X	077 42	084 23	081 379	088 45	025 190							MIDDLEBORO	006	HH 1322		
II	4	1	834 224	610	MIDDLEBORO	008 610	008X	SH 4:07	065X	065 43	064 91	767 43	768 8	021 540							MIDDLEBORO	008	II 1335		
JJ	2	3	702 242	460	GREENBUSH	070 324	071	078	075	082	082X	SH 1:57	041X	041 102	048 9	085 460						GREENBUSH	072	KK 1138	
KK	2	3	702 -15	717	GREENBUSH	072 717	749	750	750X	SH 4:34	809X	809 260	820 172	087 409	090 10	091 75						GREENBUSH	070	JJ 1757	
LL	2	3	702 124	578	GREENBUSH	074 578	074X	RDV 9:07	771X	771 184	772 16	089 265	092 30	093 30							GREENBUSH	076	MM 1103		
MM	2	3	702 155	547	GREENBUSH	076 547	073	080	009	016	016X	SH 1:57	769X	769 108	770 9	023 426						MIDDLEBORO	002	FF 1248	
NN	5	0	900 N/A	N/A	BOSTON	Protect Set														BOSTON	N/A	NN N/A			
40	Bi	Flats	Seats	Key Load		SH = Southampton Yard RDV = Readville Yard														~ Seating is based on ~ Single level coaches having 114 seats on average. Bi-level coaches having 180 seats on average.		Revenue Moves	302		
Sets	234	Coaches				Ridership based on platform counts of Spring 2015 Average Passenger Count Report.														Ridership		69637			

Approved Sets			Number of Sets in Layovers		
			Location	Total	Sets
8/0	3	E,J,L	Boston	11	Q,R,S,T,U,V,W,X,Y,Z,A
7/0	3	A,D,Q	Needham	3	N, O, P
5/0	2	AA,NN			
4/2	10	C,H,I,K,M,R,S,T,W,Y	Franklin	3	H,R,V
4/1	4	CC,DD,EE,II	Worcester	4	G,H,I,J
3/2	4	BB,FF,GG,HH	Pawtucket	6	A,B,C,D,E,F
2/4	1	P	Kingston	4	BB,CC,DD,EE
2/3	4	JJ,KK,LL,MM	Middleboro	4	FF,GG,HH,II
0/6	8	B,F,G,N,O,U,V,Z	Greenbush	4	JJ,KK,LL,MM
0/5	1	X			
40 Sets			Sets =	39	
Number of Set Configurations = 10					

Maintenance Locations	
SH	A,C,E,F,I,J,K,L,N,O,Q,R,S,T,U,V,W,X,Y,Z,A, V,W,X,Y,AA,CC,DD,EE,FF,GG, HH,II,LL,MM,NN
30	B,D,G,H,M,P,W,BB,JJ,KK
RDV	
10	
40	

* 798 is a double draft of 723 and 721. Upon arrival in Boston, the 723 set turns for 633. The 721 set is stored in Boston. 798 is counted only once in the total train count (Revenue Trains).

System Coach Count	
South Side =	234
North Side =	133
System =	367